



## Enterprise M3 Local Transport Body Application Form

<b>LTA/ Proposer:</b>	Surrey County Council	<b>Scheme name &amp; (District/ Borough):</b>	Egham Sustainable Transport Package, Runnymede
<b>Contact details:</b>	Lyndon Mendes <a href="mailto:Lyndon.mendes@surreycc.gov.uk">Lyndon.mendes@surreycc.gov.uk</a>	<b>Partners (in joint submissions):</b>	Runnymede Borough Council
<b>WHAT &amp; WHERE – Outline description &amp; maps</b>			
<p>Egham's close proximity to Heathrow Airport, the M25 and London, makes it economically significant. Although Egham is home to some major businesses such as British Gas and Veolia Water, located on the A308 The Causeway, developer investment and recruitment is constrained due to congestion and poor transport infrastructure in the area.</p> <p>The busy Egham railway station (2.142 million passenger journeys per annum and 4 trains per hour in each direction) is located close to the town centre, but has a poor or an inadequate cycle network connecting it to nearby business, residential areas and Royal Holloway College.</p> <p>The busy A308 The Causeway, which includes a sub-standard on road cycle route (part of National Cycle Route 4), has seen 18 casualties in the period January 2008 to July 2012, 5 of them serious. This current inadequate cycle route connects the areas major business parks of Egham with Staines to the northeast and Egham to the southwest.</p> <p>Staines railway station is located only 1.5 km to the north east of The Causeway with 2.898 million passenger journeys per annum, but has poor cycle facilities on the Egham side. Congested roads in the area present challenges for bus operation and journey time reliability is poor.</p> <p>One of the major destinations for bus services is Heathrow airport, which has more than 320 organisations employing 76,500 staff, the UK's biggest employment site, with almost half of these living nearby. There is no direct rail service to Heathrow and therefore the area is reliant on the existing bus network to provide a sustainable alternative for these journey destinations.</p> <p>The proposal is for a package of sustainable transport measures comprising cycling and walking measures which will bring forward planned development opportunities and unlock economic growth. The measures concentrate on railway line crossing points that could be crossed easily by walking or cycling, and bus corridor improvements.</p> <p>The county council has worked with the bus operators to devise practical solutions for the three bus routes included within the package of measures under the following themes;</p> <ul style="list-style-type: none"> <li>• Bus reliability and punctuality</li> </ul>			

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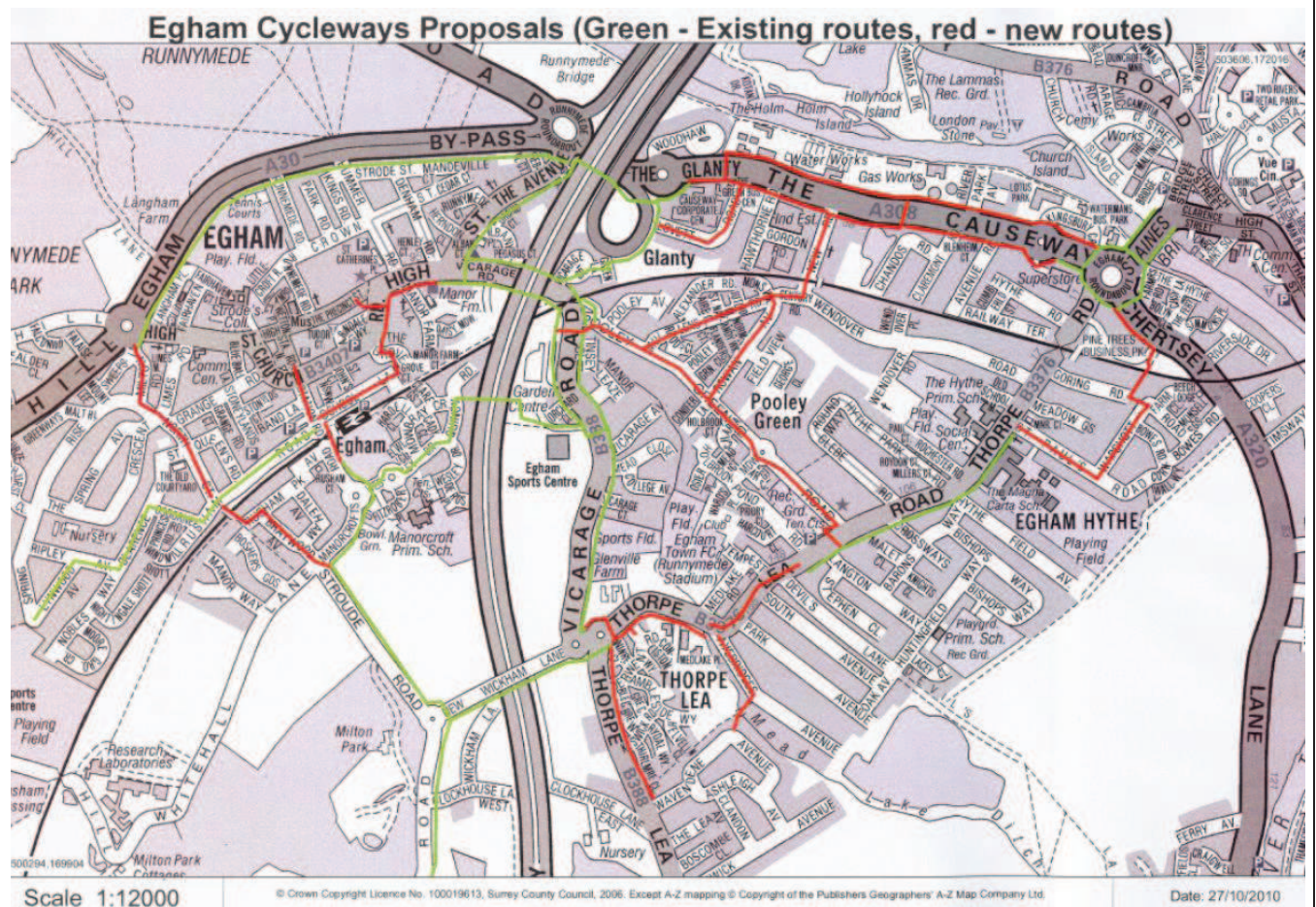
- Bus stop accessibility and dwell improvements
- Integration with other sustainable transport modes
- Informed traveller measures
- Smart ticketing measures
- Marketing initiatives and awareness.

The focus of the package for cycling (and walking) for the more local journeys, is to introduce a high quality user-friendly cycle network and associated cycle parking facilities, which provides a safe and reliable network that attracts a significant suppressed demand, as experienced within Woking and other Cycle Demonstration Towns, without any increase in cycle casualties.

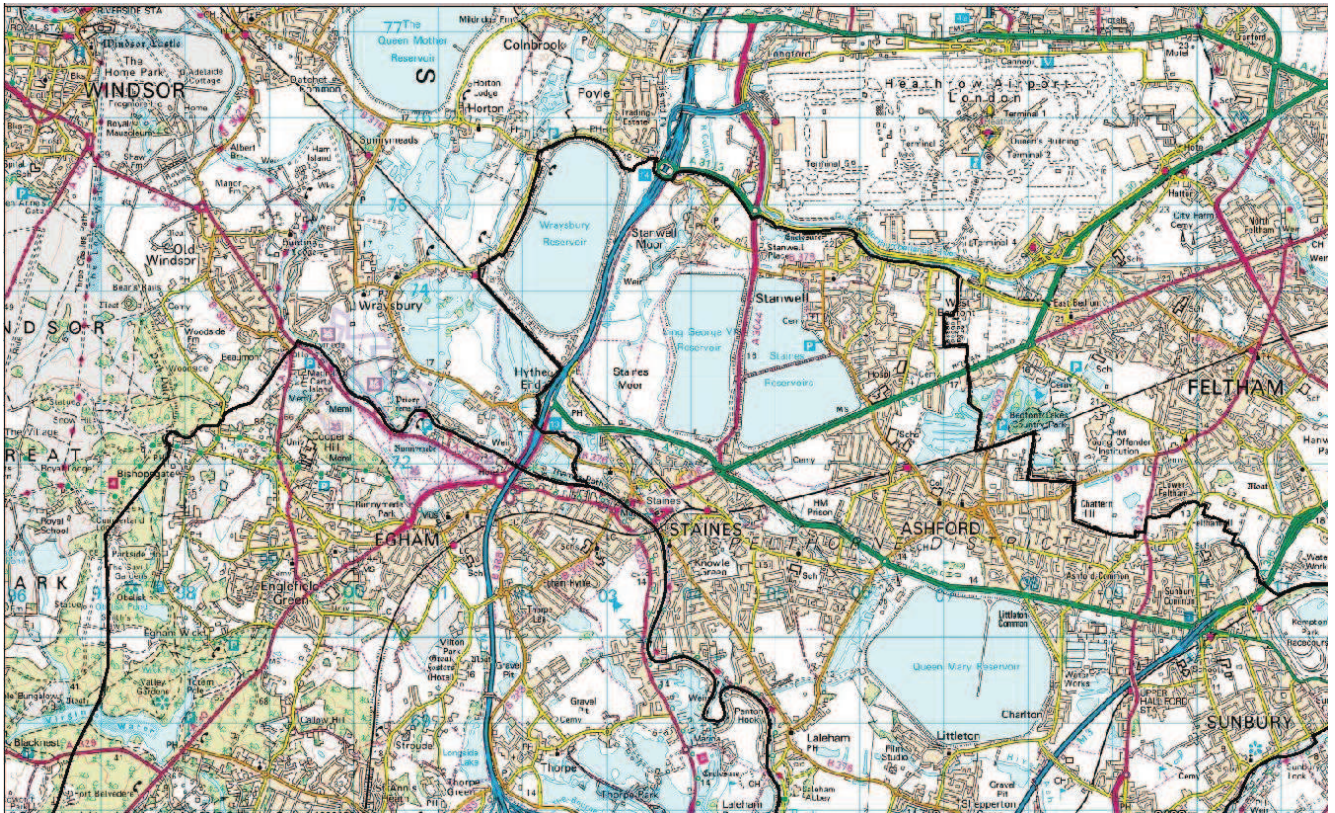
The focus of the bus package is to achieve a significant enhancement to the quality, reliability and the attractiveness of the bus services on the routes identified. This will ensure that local people can access jobs at Heathrow and other strategic employment sites and achieve carbon savings of 120 tonnes per annum.

The potential reduction in traffic from the measures identified above will assist in tackling congestion in the area and benefit local, national and international businesses.

Maps



**Bus Routes**



**HOW MUCH & WHEN – Estimated construction costs and construction timetable**

<b>Est. Costs:</b>	<b>£3.7m</b>	<b>Start construction by:</b>	<b>2016</b>
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<b>Funding expectations:</b>	Funding of scheme is expected from the following sources: <ul style="list-style-type: none"> <li>• Grant from Enterprise M3 LTB</li> <li>• S106 funds</li> <li>• Potential Community Infrastructure Levy funding</li> </ul>
<b>WHY IT SHOULD BE FUNDED</b>	
<b>Summary of the Key Scheme Benefits</b>	
<ul style="list-style-type: none"> <li>• The scheme score, based on key EAST criteria has been assessed by SCC as 20 (out of 25). The expected benefit to cost ratio (BCR) is judged high and estimated as &gt;2.</li> <li>• The area contributed GVA of £3.7 billion in 2011.</li> <li>• A number of large and international businesses are located in and around Egham, including – Gartner Group (IT research); Kerry Foods (food manufacturer and distributor); Research in Motion (mobile phones); Cummins (diesel engine manufacturer), including Royal Holloway University, with world leading research departments.</li> <li>• Measures which encourage cycling to work, college and school will help to reduce congestion and support economic growth in the area. Employers may benefit from the tax exemptions offered under the DfT's 'Cycle to Work Scheme' which the proposals would support. Higher levels of cycling and walking to school will significantly reduce car journeys to school, reducing congestion and improving access to businesses, including Royal Holloway University.</li> <li>• The bus corridor proposals will improve bus journey time reliability and thus improve access to jobs at Heathrow and elsewhere within the catchment. The proposed facilities have been estimated to bring about a modal shift of 0.8%, reducing traffic volumes and supporting economic growth. They have been estimated to reduce carbon emissions by 120 tonnes CO<sub>2</sub> per annum, at a carbon saving of £6,500 per annum.</li> </ul>	
<b>Outline business case of key criteria (based on DfT's EAST approach)</b> <b>(maximum score = 5 per criteria)</b>	
<b>Expected economic benefits (transport and scheme related):</b> To consider: <ul style="list-style-type: none"> <li>• BCR (if known)</li> <li>• Expected impact on journey times and reliability</li> <li>• Expected impact on cost of travel</li> <li>• Expected impact on accidents</li> <li>• Valuing public realm</li> </ul>	<b>(Scheme Score = 4)</b> <ul style="list-style-type: none"> <li>• BCR is expected to be &gt;2.</li> <li>• Expected to reduce journey times and increase journey time reliability.</li> <li>• Expected to reduce the cost of travel by encouraging modal shift to cycle and bus.</li> <li>• Expected to reduce accidents through improving cycle paths and providing more road crossing junctions.</li> </ul>
<b>Expected economic benefits (economic growth):</b> To consider: <ul style="list-style-type: none"> <li>• Support for retention of jobs</li> <li>• Contribution to GVA</li> </ul>	<b>(Scheme Score = 4)</b> <ul style="list-style-type: none"> <li>• The area contributed GVA of £3.7 billion in 2011.</li> <li>• National and international businesses will be better connected to potential workforce pools along the bus routes involved, as well as to Heathrow for international travel connections. Local growth will contribute to the overall Enterprise M3 area GVA. The</li> </ul>

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<ul style="list-style-type: none"> <li>• Encouragement of new businesses</li> <li>• Expected jobs created</li> <li>• Expected housing delivered</li> </ul>	<p>expected increase in revenue from increased bus patronage would contribute towards economic growth.</p> <ul style="list-style-type: none"> <li>• A number of large and international businesses are located in and around Egham, including – Gartner Group (IT research); Kerry Foods (food manufacturer and distributor); Research in Motion (mobile phones); Cummins (diesel engine manuf.), including Royal Holloway University, with world leading research departments.</li> <li>• Data from over 4,000 employees from businesses located along the Causeway showed that single occupancy cars were making 74% of journeys. Of these 14.7% (total of 439) were less than 6 miles long and 5.8% (total of 173) less than 3 miles, a distance easily covered by bicycle.</li> <li>• 37% of respondents gave reasons for not cycling as: lack of a cycle, lack of cycle routes, too dangerous to cycle or lack of facilities at work. The scheme will tackle each of these barriers.</li> <li>• The investment will strengthen Staines-upon-Thames' role as an important retail, employment and service sector, and as a public transport interchange and secondary regional centre in north Surrey.</li> <li>• Egham is one of the most sustainable locations in Runnymede in terms of accessibility, existing services and facilities, and transport. The Runnymede Local Plan recognises the strong need to provide affordable housing. The increases in cycling and bus use expected to result from the scheme will help to achieve this.</li> </ul>
<p><b>Social Distributional Impact:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Expected regeneration &amp; deprivation impact</li> <li>• Expected impact on severance, physical activity, accessibility</li> </ul>	<p><b>(Scheme Score = 4)</b></p> <ul style="list-style-type: none"> <li>• The scheme will improve access to jobs and local facilities for pedestrians, cyclists and bus users.</li> <li>• The scheme will reduce severance and encourage physical activity through increased cycling and walking. The Borough is ranked 2nd highest for walking &amp; cycling; 3rd highest for Index of multiple deprivation in Surrey EM3 LEP area.</li> <li>• The scheme improves access to Egham High Street, promoting town centre vitality. This is expected to have positive impact and outcomes for the District, which is ranked 3rd highest on 'Index of multiple deprivation' and 4th highest for NEETS - in the Surrey EM3 LEP area.</li> </ul>
<p><b>Environmental impact:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Expected impact on carbon emissions</li> </ul>	<p><b>(Scheme Score = 4)</b></p> <ul style="list-style-type: none"> <li>• Small reductions in carbon emissions are expected through modal shift from car to cycle and bus. Based</li> </ul>

<ul style="list-style-type: none"> <li>• Expected impact on air quality</li> <li>• Expected impact on noise/natural and urban environment</li> </ul>	<p>on an estimated 0.8% mode shift to public transport as used in Surrey County Council’s successful Local Sustainable Transport Fund bid, a carbon saving of 120 tonnes has been calculated, using the Department for Transport Local Authority Basic Carbon Tool.</p> <ul style="list-style-type: none"> <li>• Construction will use lower CO<sub>2</sub> options under Surrey County Council’s Sustainability Action Plan, which sets out a carbon neutral approach to our highway operations.</li> <li>• The reduction in congestion in Egham will deliver a reduction in carbon emissions and improvements to air quality. The carbon saving has not been quantified but would represent a monetary benefit. The improvements to air quality would contribute towards improved health among those living and working in the vicinity, which could be an economic benefit in terms of reduced demand on the health services and less working time lost.</li> <li>• Improvements to cycle and pedestrian access will contribute toward modal shift which further reduces carbon emissions, improves air quality and contributes to improved health.</li> <li>• The impact of the scheme on noise and the natural and urban environment is expected to be neutral to slight beneficial.</li> </ul>
<p><b>Scheme feasibility and deliverability:</b> To consider:</p> <ul style="list-style-type: none"> <li>• State of scheme – feasibility detailed design</li> <li>• Scheme within the public highway</li> <li>• If land is required, is this secured</li> <li>• Public acceptability of scheme (if known)</li> <li>• Risks to deliverability (if known)</li> </ul>	<p><b>(Scheme Score = 4)</b></p> <ul style="list-style-type: none"> <li>• The outline design currently in preparation will comprise bus corridor improvements and a package of cycling and walking infrastructure in Egham. Site visits and surveys have not found any significant barriers to deliverability.</li> <li>• All of the land required to build the scheme is expected to be within the public highway. Therefore, it is not expected that there will be any need for land take.</li> <li>• The scheme is included in Runnymede Infrastructure Delivery Plan, which was consulted upon in 2013.</li> <li>• No risks have been identified to date that would have a bearing upon deliverability of the scheme.</li> </ul>
<p><b>Links to policy support</b> To consider:</p> <ul style="list-style-type: none"> <li>• Local Transport Plan</li> <li>• District/Borough Local Plans</li> <li>• LEP Strategy for Growth</li> </ul>	<p><b>(Scheme Score = 5)</b></p> <ul style="list-style-type: none"> <li>• The Surrey Transport Plan is being updated to include the Egham Sustainable Transport Package.</li> <li>• The scheme is in the Surrey Future Congestion Programme.</li> </ul>

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<ul style="list-style-type: none"> <li>• Other relevant policies</li> </ul>	<ul style="list-style-type: none"> <li>• The scheme supports the Surrey Transport Plan Objective for Safe transport: 'To improve road safety and the security of the travelling public in Surrey'.</li> <li>• The scheme is in the Runnymede Infrastructure Delivery Plan 2013.</li> <li>• The objectives of the scheme closely mirror the Enterprise M3 Vision to be 'One of the premier locations in the country for enterprise and economic growth, with an excellent environment and quality of life'.</li> </ul>
<p><b>Local Indicators<sup>1</sup>:</b> To consider:</p> <ul style="list-style-type: none"> <li>• Any key aspects of these indicators</li> </ul>	<p>The following local indicators are of significance for the Borough. The ranking reflects the relative position across Surrey districts (with major schemes), within EM3 LEP area only:</p> <ul style="list-style-type: none"> <li>• Employment Rate (2nd highest)</li> <li>• % Walking and Cycling (2nd highest)</li> <li>• Index of Multiple Deprivation (3rd highest)</li> </ul>
<b>SCORE SUMMARY</b>	
<p><b>Primary:</b> Key criteria score (max 25)</p>	<p><b>20</b></p>
<p>The 'key criteria score' is the <b>Primary</b> score and is to be used in relative ranking of schemes for funding considerations.</p>	
<p><b>Secondary:</b> Policy linkage score (max 5)</p>	<p><b>5</b></p>
<p>The 'policy linkage score' is <b>Secondary</b> and is to be used in deciding between schemes with equivalent 'key criteria score'.</p>	

<sup>1</sup> A basket 15 indicators, encompassing **Economic Growth** indicators, **Transport Effects** indicators and **Regeneration Impact** indicators, that collectively describes a Borough/ District. The underlying data for these indicators has been sourced from the following – [www.nomisweb.co.uk/default.asp](http://www.nomisweb.co.uk/default.asp); [www.ons.gov.uk/ons/](http://www.ons.gov.uk/ons/); [www.gov.uk/government/publications/english-indices-of-deprivation-2010](http://www.gov.uk/government/publications/english-indices-of-deprivation-2010); Census 2011; Office of Rail Regulator 2009/2010 data; Borough/ District Core Strategies documents; Surrey CC datasets.